

this report of the minister it would appear that the St. John agency already has charge of the Bay of Fundy as far as Yarmouth. If the minister would give the St. John agency absolute control of the Bay of Fundy service, it would facilitate the business and be an improvement all round. I think the committee would be in favour of that change.

The minister referred to vessels constructed outside of Canada. I find, from the report of the minister, that, since 1899, ten ships used in the Canadian service, have been constructed outside of Canada, some of them costing as high as half a million dollars. They are as follows:

Vessel.	Where Constructed.	Date.
'Arctic'	Kiel, Germany.	1901.
'Montcalm'	Yoker, Great Britain.	1904.
'Druid'	Paisley, Scotland.	1902.
'Champlain'	Paisley, Scotland.	1904.
'Lady Laurier'	Paisley, Scotland.	1902.
'Lady Grey'	Barrow, Great Britain.	1906.
'Earl Grey'	Barrow, Great Britain.	1909.
'Minto'	Dundee.	1899.
'Simcoe'	Wallsend-on-Tyne	1909.
*'Cartier'	Great Britain	1910.

\*In course of construction.

The construction of these ships involved a large expenditure of public money. The people of the maritime provinces have been for some time pressing upon the government that aid should be given to develop ship-building there. It is suggested that this aid should take the form of a bounty upon ships of a certain class, and I think it would be a very excellent plan indeed to give assistance of some kind to enable our people to profitably construct these ships. The minister, a few moments ago, spoke of the question of duties on ships coming into Canada. I have here the Canadian Customs tariff of 1907, and I find that item 589 reads:

Ships and other vessels built in any foreign country, if British registered since September 1, 1902, on application for license to engage in the Canadian coasting trade; on the fair market value of the hull, rigging, machinery, boilers, furniture and appurtenances thereof (as provided in part XVI. of the Canadian Shipping Act), British preferential tariff free; intermediate tariff, 25 per cent; general tariff, 25 per cent.

And item 590 reads as follows:

Vessels, dredges, scows, yachts, boats and other water-borne craft, built outside of Canada, of any material, destined for use or service in Canadian waters (not including registered vessels entitled to engage in the coasting trade, nor vessels in transit between Canada and any place outside thereof), n.o.p., on the fair market value of the hull, rigging, machinery, boilers, furniture and appurtenances thereof, on arrival in Canada: British preference, 15 per cent; intermediate tariff, 25 per cent; general tariff, 25 per cent.

Mr. JAMESON.

It seems to me that ships designed for the service of the government would certainly not be regarded as registered vessels entitled to engage in the coasting trade and I do not see how they come in free. However I understand that the minister thinks differently. They are able to construct a ship cheaper in Britain and Germany than in this country, and there is no protection to our people unless you give them a bounty.

To provide for breaking ice in Thunder bay and Lake Superior, and other points deemed advisable for the good of navigation, \$40,000.

Mr. BRODEUR. This is for the purpose of keeping navigation open at Fort William and Port Arthur; Midland and Tiffin on the Georgian bay. One boat is used for Fort William and Port Arthur, and the same boat can serve at Midland and Tiffin. We have called for tenders for breaking the ice, and we only received one tender, to which we gave the contract.

Mr. SPROULE. I would like to see the advertisement that was put out for tenders. I have a recollection of previous work in that line, and it seemed to me that the whole thing was a pre-arranged job to put it into the hands of one man.

Mr. DANIEL. What kind of vessels are used for breaking ice here?

Mr. BRODEUR. The work consists in breaking the ice and keeping the passage free for the access of vessels within the limits of the harbours of Port Arthur and Fort William. Parties tendering must satisfy the department that they are in a position to carry out the work, and must furnish with their tenders a list of the boats they propose to use. All steamboats employed must be owned and registered in Canada. A lump sum must be mentioned for the work and the tender must be accompanied by a deposit of ten per cent of the amount of tender.

Mr. SPROULE. Who got the tender?

Mr. BRODEUR. The Canadian Towing and Wrecking Company were the tenderers, and they received the contract.

Mr. SPROULE. What was the amount of the contract for one year?

Mr. BRODEUR. It was for three years, \$30,000 a year.

Mr. SPROULE. What kind of boats are used?

Mr. BRODEUR. There are six or seven boats employed in that business. The contract provides that they shall keep the harbour free of ice.

Mr. SPROULE. I would like to know something about the dimensions of these